

## **HONG KONG, CHINA - SPECIAL REQUIREMENTS**

(Revised May 26, 2000)

### **SECTION 1 - INTRODUCTION**

Hong Kong Special Administrative Region (HKSAR) airworthiness certification is administered by the Hong Kong Civil Aviation Department (HKCAD). Certification requirements are specified in the Hong Kong Aviation Requirements, which satisfies the Air Navigation (Hong Kong) Order 1995. Copies of Hong Kong Aviation Requirements may be obtained from the address indicated below.

Civil Aviation Department  
Flight Standards and Airworthiness Division  
10/F Commercial Building,  
Airport Freight Forwarding Centre  
2 Chun Wan Road  
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When exporting aeronautical products to Hong Kong, the Special Requirements should be observed.

#### **A. Administration and Procedures**

(1) The procedures which must be followed to obtain [[Hong Kong (HK)]] certification are dealt with in the current issue of Section 1.2 and 1.4 of Hong Kong Aviation Requirements (HKAR-1) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the United States of America (U.S.) to HKSAR. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in HKSAR must be processed in accordance with the applicable provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]] of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g. aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and [[United Kingdom Civil Aviation Authority (UK-CAA)]] Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive

compliance requirements (e.g. inspection requirements for a particular component at 50-hour intervals) and when next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the HKCAD.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other HK Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to HKSAR and all applicable requirements of [[14 CFR part 21, Subpart L]], before the U.S. Export Certificate of Airworthiness can be issued.

## **B. Acceptance of Aircraft**

(1) HKCAD will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the HK Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for HK certification. Additionally, in accordance with the policy declared in HKCAD Airworthiness Notice No. 18 the HKCAD may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit to HKAR-1 and the Air Navigations (Hong Kong) Order 1995.

(2) Once the HK Standard for certification has been determined and, where necessary, HK Special Conditions have been published, HKCAD will accept aircraft and rotorcraft to this standard and HK Special Conditions, as applicable, together with the applicable AD's and HK equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of HK certification are complied with, or alternatively, that HKCAD agrees that the modifications are acceptable.

(3) For aircraft which are no longer in production, HKCAD reserves the right to modify the basis of HK certification, or to refuse certification. Where HK certification of such aircraft is sought, reference should be made to HKCAD who will advise the position pertaining at that time.

## **C. Acceptance of Engine, Auxiliary Power Units and Propellers.**

(1) A preliminary investigation may be required to establish the standards offered for HK certification and, where necessary, any Special Conditions HKCAD may wish to apply.

(2) When compliance with the HK standard for certification has been established, HKCAD will accept engines (including engines modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and HK equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the HK certification basis.

(3) For engines, auxiliary power units, propellers which are no longer in productions, HKCAD reserves the right to modify the basis of acceptance or to refuse certification.

#### **D. Acceptance of Appliances and Components.**

(1) **Appliances and Components.** Appliances and components which are produced in the U.S. for export and used on products which are or may be certificated or approved in HK will be accepted by HKCAD provided:

- (i) They are properly designated, and
- (ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements.

#### **SECTION 2 - SPECIAL REQUIREMENTS.**

The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any HK Special Conditions) for a particular product to be eligible for HK registration, certification and/or airworthiness validation.

##### **A. All Aircraft.**

(1) **Statement of Build Standard.** This statement to include the aircraft specification, changes in design (as required by HK Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletin compliance.
- (iii) Alert Service Bulletin Compliance.

(2) **Modification Standard.** This must include:

- (i) Customers' options incorporated.
- (ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.
- (iii) Service Bulletin compliance.

(3) **Export Certificate of Airworthiness.** The U.S. Export Certificate of Airworthiness must list the status of compliance with HK Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the HK Special Conditions are Applicable:

- complied with.
- (i) The date and issue number of the HK Special Conditions which has been complied with.
  - (ii) The list of Special Condition numbers which have been complied with.
  - (iii) The list of Special Conditions which have not been complied with.
  - (iv) List the operating hours accumulated on the aircraft engine(s) and propeller(s).

NOTE: Non-compliance with any HK Special Conditions would not require a waiver from the HKCAD nor preclude the issue of a U.S. Export Certificate of Airworthiness since HKCAD is primarily concerned with the status of compliance.

(4) **Airworthiness Directives.** A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with UK CAA Additional Directives (available FAA Aircraft Certification Offices).

(5) A copy of the aircraft Type Certificate plus any applicable Supplemental Type Certificates (STC). The STC's will be subject to HKCAD evaluation if not previously investigated.

(6) A list of defects to be rectified by the HK operator at the time of issue of the Export Certificate of Airworthiness, if any.

- (7) Engine/Airframe/Auxiliary Power Unit logbooks.
- (8) \*\* Seating configuration approval document, where appropriate.
- (9) \*\*\* Maintenance Review Board program, where applicable.
- (10) Time/Life limitations.
- (11) \* Electrical load analyses.
- (12) \* Minimum Equipment List.
- (13) \* Wiring Diagram.
- (14) Weight schedule and weighing report.

- | (15) Manuals:                                   | Number Required |
|---|-----------------|
| (i) * Flight Manual or Pilot Operating Handbook | 1               |
| (ii) * Maintenance                              | 1               |
| (iii) * Operations                              | 1               |
| (iv) * Weight and Balance Loading Procedures    | 1               |
| (v) * Overhaul                                  | 1               |
| (vi) * Structural repair                        | 1               |
| (vii) ** Component overhaul                     | 1               |
| (viii) * Engine maintenance and overhaul        | 1               |
| (ix) * Standard practices                       | 1               |
| (x) * Non-destructive testing                   | 1               |
| (xi) * Structurally significant items           | 1               |
| (xii) * Maintenance planning guide              | 1               |
| (xiii) * Parts Catalog                          | 1               |
- (16) Record of Compass System and Magnetic Compass Swings.
- (17) Record of rigging checks.
- (18) Detailed list of radio equipment constituting the radio station.
- (19) Antenna performance patterns, when available.
- (20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).

**B. Used Aircraft.** In addition to the information referred to in Section 2, paragraph A., the following is also required for used aircraft:

(1) \*\* The maintenance program to which these aircraft have previously been maintained including :

(i) Previous check cycle.

(ii) Future check cycle.

(2) \*\* Component overhaul life summary, including details of service life remaining and modification standards.

(3) \*\* Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

\* Required only with first aircraft of a particular type and model exported to HKSAR.

\*\* Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

\*\*\* Both of foregoing apply.

**C. Aircraft Parts.**

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

**D. Engines/Propellers.**

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

(3) A statement of Airworthiness Directives and Service Bulletins complied with.

**E. Engine/Propeller Parts.**

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

**F. Appliances.**

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with [[14 CFR part 21]] (Subpart L).
- (3) A statement of Airworthiness Directives and Service Bulletins complied with.

**G. Components.**

- (1) Conformity Certification Tag (FAA Form 8130-3).
- (2) Compliance with [[14 CFR part 21]] (Subpart L).
- (3) A statement of Airworthiness Directives and Service Bulletins complied with.

**H. Radios.**

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with [[14 CFR part 21 (Subpart L)].